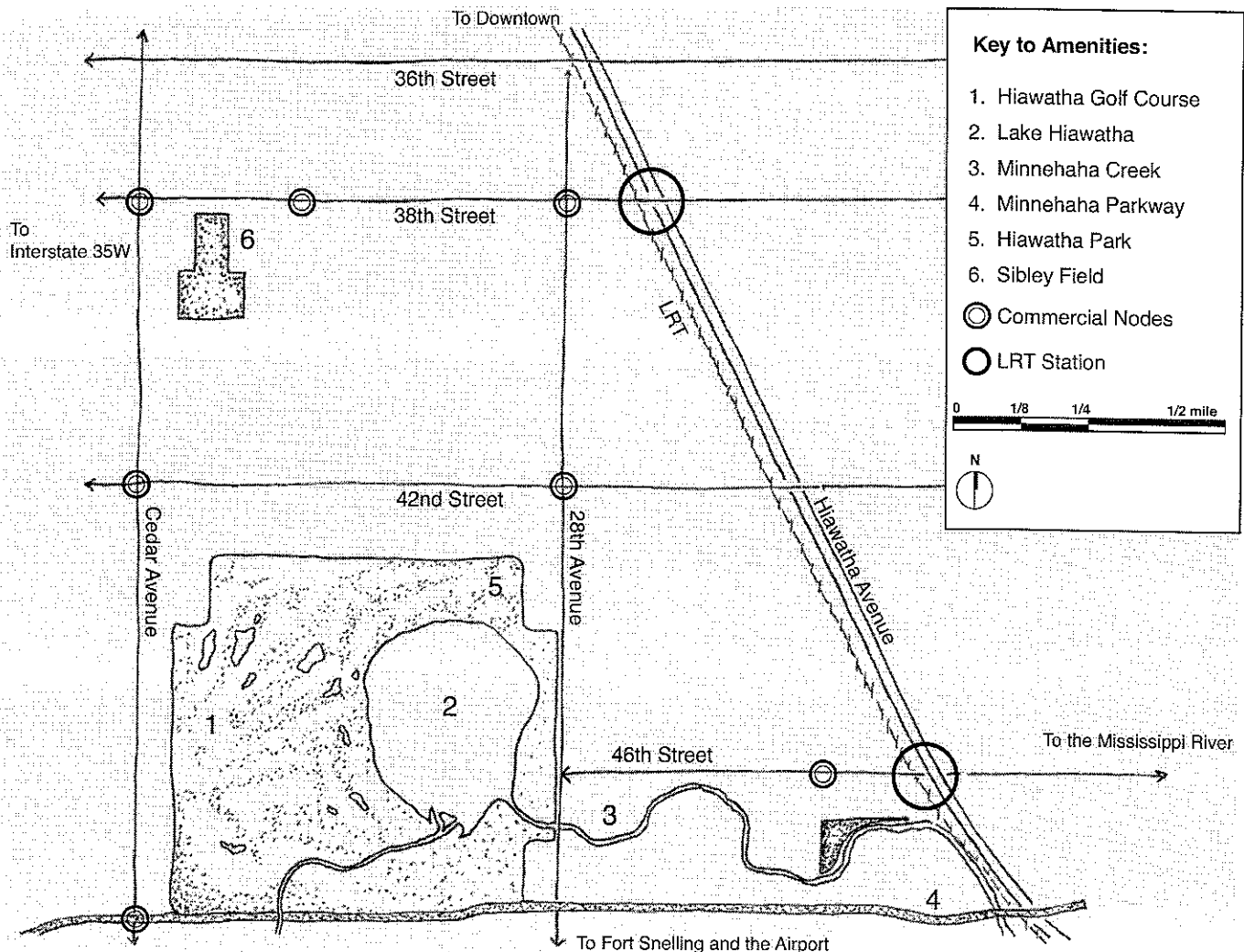


Standish Ericsson Neighborhood

Development Site Information Sheet, Corridor Housing Initiative

The Standish & Ericsson neighborhoods of south Minneapolis are stable, thriving, yet quiet neighborhoods. The vast majority of the population live in the over 3,600 single-family, vintage craftsman bungalows, built in the early 1900s. The Standish neighborhood is bound on the north by 36th Street, on the east by Hiawatha Avenue, on the south by 42nd and 43rd streets and on the west by Cedar Avenue. The Ericsson neighborhood is located just south of Standish, bordered on the east by Hiawatha Avenue, on the west by Cedar Avenue and on the south by the Minnehaha Parkway (see map).

Amenities for singles and families alike include community organizations such as churches, the YMCA, the Standish-Ericsson Neighborhood Association and block clubs, beautiful parks, playgrounds, Lake Hiawatha, the Minnehaha Creek Parkway, Lake Hiawatha Public Golf Course, schools (both public and private), the historic Roosevelt Community Library, thriving small businesses offering convenience and personal attention to shoppers, and easy access to the "Hiawatha Line" Light Rail Transit (LRT). The LRT runs along the eastern edge of these two neighborhoods, providing convenient access to Downtown Minneapolis, the Hubert H. Humphrey Metrodome, the University of Minnesota, the Veteran's Administration Hospital, Minneapolis/St. Paul International Airport, and the Mall of America.



Standish Ericsson Neighborhood

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Design and Development Guidelines

These guidelines were developed by the SENA Development Review Committee in conjunction with residents of the neighborhood.
(www.standish-ericsson.org/top.html)

The guidelines are presented as a tool to reinforce, protect, and encourage the development of pedestrian-oriented commercial areas and transit development where appropriate.

Design Criteria

Neighborhood Assets/Character

- Continue to improve the safety, convenience and beauty of life in the neighborhood.
- Construct with high-quality designs and materials.
- Include plan for long term management and maintenance when applicable.
- Build to reflect or complement the historical character of our neighborhood, including structures with appropriate height, massing, façade treatment, glazing area and architectural styles.
- Design for public safety, including "eyes on the street and alley."
- Require high quality, interesting architecture with a variety of building types.
- Maintain, enhance, and accentuate neighborhood green space.

Encourage Development

- Complement existing commercial nodes with mixed use development that increases neighborhood jobs and services.
- Create a pedestrian-friendly ground level with multiple entrances and windows on the street which establish connections between pedestrians and activity within buildings.
- Commitment to work with SENA and the City of Minneapolis at the early stages of project development to achieve the best result for all concerned.

Increase Housing Opportunities

- Direct higher density housing (both rental and owner occupied) to neighborhood corridors such as 38th, 42nd, and 46th Streets and along Hiawatha Corridor and Cedar Avenue.
- Orient new higher density housing development along neighborhood corridors to enhance the transit and pedestrian environment.
- Create a mix of sustainable residential, commercial, and office uses at key neighborhood nodes.
- Integrate affordable housing opportunities into new housing development (in line with City goals and policies) to serve a range of household incomes and life cycle needs.
- Provide an array of housing types to accommodate different household sizes and incomes.
- Design housing that accommodates residents' changing spatial and physical needs through life (e.g. barrier-free design).
- Explore alternative housing types including cooperatives, co-housing, accessory living units, and units designed for easy additions that accommodate a resident's changing needs.

Transportation, Transit and Parking

- Provide required off-street parking behind, below, or above buildings.
- Strive to minimize congestion and ease traffic flow.
- Integrate with multiple transportation modes, including pedestrian ways, the bus system, the light rail, bicycling, and car sharing.
- Incorporate bicycle parking within all new developments.
- Create engaging, pedestrian-friendly streetscapes that connect activity destinations.

Contact Information:

Gretchen Nicholls
Corridor Housing Initiative
2600 East Franklin Avenue
Minneapolis, MN 55406

Telephone - 612.339.3480

Fax - 612.339.3481

gretchennicholls@center4neighborhoods.org